(b) and (c) The National Policy on Education (1986) envisages the con cept of a National System of Education whereby,. upto a given level, all stu dents, irrespective of caste, creed, lo cation or sex, have access to educa tion of a comparable quality and re solves that all children who attain the age of about 11 years by 1990 will have had five years of schooling, or its equivalent through the Non-formal stream. Likewise by 1995 all children will be provided free and compulsory education upto 14 years of age.

As envisaged in the Policy, the Government is visualising a large programme for provision of essential facilities to all Primary Schools in the country. The programme for Non-Formal Education is also being strengthened and expanded. In addition, arrangements for Teachers Training are being improved and curricula re-- forms introduced. These measures along with better management are expected to make available good quality education to all children in the age-group 6—14.

Savins of Taj from Pollution

2522 SHRI DHARAM CHANDER PRASHANT:
SHRI KAPIL VERMA: '

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state. -

(a) what are the reasons for cracks appearing in certain portions of the. Taj Mahal and. what measures are being taken to remove the defects;

(to) what measures are being taken to check air pollution that is affecting the Taj; and

(c) what measures are being taken to implement the suggestions of the Italian experts sent by the UNESCO to examine the Taj?

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THE MINISTER OF HUMAN RE-, SOURCE DEVELOPMENT (SHRI P. V. NARASIMHA RAO): (a) The cracks are mainly due to rusting of iron dowels and cramps used in the original structure and also mineral impurity in the marble composition. The $crack_s$ are filled with mortar in order t_0 prevent water peneteration and further oxidization of iron dowels.

(b) The Archaeological Survey of India has set up sensitive instruments in the field laboratory in Taj Mahal to monitor continuously the concentration of pollutants in the ambient air apart from other steps taken toy Government to protect the monument like—

(i) Closing down of two thermal power stations in Agra.

(ii) Conversion of the railway marshalling yard to diesel operation has been completed.

(iii) Regarding industries a protection zone around Agra has been noti-' fled.

(iv) To minimize the effect of pollutants on Taj nearly 3. 5 lakh plants have been so far planted.

(v) Various measures taken for pollution control in the Mathura refinery include the following: —

(1) Use Of low sulphur fuel,

(2) Installation of sulphur recovery units,

(3) Provision of tall stacks for better dispersion of pollutants,

(4) Air monitoring motoile van for analysing the pollutants,

(5) Establishment of ambient air monitoring stations for monitoring sulpheroxide at Farah, Keetham, Sikandara and Bharatpur.

(vi) Constitution of a High Power Committee in June, 1984 to monitor all aspects of preservation and to recommend measures to keep Taj in a good state of preservation.

(vii) Regular maintenace and periodical structural repairs and chemical preservation.

(c) The UNESCO experts were satisfied with the measures taken for the conservation of the Taj. However, their detailed Report through UNESCO is still awaited.

Super fast trains from Southern Region

2523. SHRIMATI RENUKA CHOWDHURY; Will the Minister of RAILWAYS be pleased to state:.

(a) the number of super fast trains introduced in 1986-87 from southern region;

(b) whether it is a fact that the trains with 18 coaches are being pulled by a single engine resulting in slow movement and break-down of engines on way; and

(c) whether this development is due to shortage of diesel engines, if so, the steps being taken by Government to augment the availability of diesel engines?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) None, Sir.

(b) Yes, Sir. It marginally reduces the speed but there is no break down.

(c) Single heading of trains has been resorted to due to operational requirements. Double heading will, however, be restored soon.

Colleges on the Pattern of the Bhilai Institute of Technology

@2623-A SHRI ATAL BIHART VAJPAYEE; Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to establish Colleges on the pattern of the Bhilai Institute of Technology in which admission of students would

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not depend on merit but on the basis of their capacity to pay a very high tu'tion fee; and

(b) if so, whether it is likely to am- ' ount to introducing capitation fee-through the back door?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) j (a) No, Sir.

(b) Does not arise.

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PAPERS LAID ON THE TABLE

I. Accounts (1985-86) of the Calcutta Port Trust and related papers.

II Accounts (1985-86) of the Mor-mugao Port Trust and related papers.

III Accounts (1985-86) of the New Mangalore Port Trust and related papers.

IV. Accounts (1985-86) of the Nhava Sheva Port Trust and related papers.

V. Accounts (1985-86) of the Cochin Port Trust and related paptrs. VI. Accounts (1985-86) of the Kandla Port Trust and related Papers.

VII Accounts (1985-86) of the Para-alp Port Trust and related papers.

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) on behalf of (SHRI RAJESH PHOT). Sir, I beg to lay on the Table—.

I. A copy each (in English and Hindi) of the following papers, under sub-section (2) of section 103 of the Major Port Trusts Act, 1963: —

(i) B) Annual Accounts of the cutta Port Trust for the year